2002

Virginia Department of Transportation Daily Traffic Volume Estimates

Jurisdiction Report

19

Charlotte County
Town of Charlotte C.H.
Town of Drakes Branch
Town of Keysville
Town of Phenix

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

				Charlotte	Maintenance Area				
Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County					Charlotte County	TOTAL LA CAM		1	
rioiii.	Mecklenburg County Line 7.39	2000	」 G	2002	rioiii.	ECL Charlotte C.H. 7.58	2100	J N	2002
[15]		2000	_	2002	40	WCL Keysville	2100	, IN	2002
From:	SR 92 Barnes Junction		ᅪ		. <u> </u>	WCL Reysville			
[15]	3.24	2200	G	2002	Town of Kevsville	WCL Keysville		T	
To:	US 360 Near Wylliesburg]		40)	0.54	2100	N	2002
15	3.88	6700	G	2002	40			- ··	
To:	SR 47 Krafton Gate		1		Bus From:	W US 15 Bus			
15)	6.60	6200	G	2002	(40) (15)	0.56	5700	G	2002
To:	DIGUIGUE A CV	11	7			E US 15 BUS		7	
From:	BUS US 15 South of Keysvi 3.36	6100	G	2002	40) From:	0.40	3000	G	2002
15		0100	_	2002	To:	ECL Keysville		1	
To: From:	SR 40 Keysville				Charlotte County				
15) _{To:}	2.04	5500	_ G	2002	From:	ECL Keysville			
To:	US 360, BUS US 15 North of Ke	ysville	-		40)	0.85	3000	N	2002
~~~	Functional Class Change 1.65	3500	」 G	2002	To:	Lunenburg County Line		]	
(15)	Prince Edward County Line		่าั	2002	From:	Mecklenburg County Line			
Puo From:			+		(47)	2.70	1700	G	2002
Dus	US 15 S of Keysville 2.93	1500	」 G	2002	To:	US 15-360 Krafton Gate		1	
(15)	CL Keysville	1300	٦ ٦	2002	From:	6.55	2300	G	2002
	CL KCysvinc		1		. 47	SCL Drakes Branch	2000	٦Ŭ	2002
Town of Kevsville Bus	CL Keysville		1						
(15)	0.73	1500	N	2002	Town of Drakes Bran	SCL Drakes Branch		1	
(13)		1000	¬ ''	2002	. (47)	2.09	2300	N	2002
Bus From:	S SR 40				. 47			7	
(15)	0.56	5700	G	2002	From	SR 59	2200		2002
To:	N SR 40				. 47	0.25 NCL Drakes Branch	2300	G T	2002
Bus From:			_			NCL Diakes Branch		L	
(15)	0.37	4500	G G	2002	Charlotte County	NCL Drakes Branch		ī	
To:	CL Keysville					3.03	2300	N	2002
Charlotte County	OT IV		-		47)	SCL Charlotte C.H.	2000	ר'' ד	2002
Bus From:	CL Keysville 1.34	4500	<b>」</b> 。	2002				L	
15) _{To}	US 15 N of Keysville	4500	¬ N	2002	Town of Charlotte C.	SCL Charlotte C.H.		T	
					(47)	0.99	2300	N	2002
From:	Campbell County Line	4400	۱ ֻ	0000	77			7	
(40)	6.74 WCL Phenix	1400	G T	2002	From:	S SR 40 0.10	4200	G	2002
	WCL Phenix				. 47 40	0.10	4200	_ G	2002
Town of Phenix	WIGH N		1		From:	N SR 40			
	WCL Phenix 0.97	1400	」 N	2002	(47)	0.98	1400	G	2002
40	0.97	1400	_ ''	2002	To:	NCL Charlotte C.H.			
From:	19-727		ᅪ		Charlotte County				
(40)	0.62	2100	G	2002	From:	NCL Charlotte C.H.		J	
To:	ECL Phenix				. (47)	3.47	1400	N	2002
Charlotte County					From:	19-660		]	
From:	ECL Phenix	2400	<b>」</b>	2002	(47)	7.02	1300	G	2002
40	0.78	2100	N	2002	To:	19-649 Madisonville			
From:	19-746 East of Phenix		]		47) From:	2.82	1500	G	2002
(40)	4.38	2100	G	2002	To:	Prince Edward County Line		1	
To:	WCL Charlotte C.H.		1		From:	Charlotte County Line			
Town of Charlotte C						1.59	1700	G	2002
From:	WCL Charlotte C.H.	0	」  □	-	To:	Appomattox County Line			
40	0.98	2100	N	2002	Town of Drakes Bran				
To:	W SR 47		]		From:	SR 47 North of Drakes Branc		َ ل	
40)	0.10	4200	G	2002	59	0.55	1200	G	2002
To:	E SR 47		1		Tn	NCL Drakes Branch		1	
40)	0.94	2100	∟ G	2002	Charlotte County			1	
To:	ECL Charlotte C.H.		٦ -	<b></b>	From:	NCL Drakes Branch	4000	J	0000
			-		. 59	6.77	1200	N T	2002
					10.	WCL Keysville		1	

Town of Kexville   WCL Keysville   SR 40 Keysville   SR 47 Kmihon Giale							aintenance Area			
Second   S	Route		Length	AADT	QA	Year	Route	Length AADT	QA	Year
Set of Records   Set	Town of Kev	From:	WCL Keysville		1		Charlotte County From:	19-600	1	
St. 40 Kepowitic   Characteric Character	59	<u> </u>		1200	N	2002	602		R	07/17/2000
Charlette Course   Modelborhoug Course   Time   Time Edward Course   Line   Time Edw		To:	SR 40 Keysville					0.00 MW 10.600		
Second   Composition   Compo	Charlotte Co	untv							┙ R	07/17/2000
SE   SE   SE   SE   SE   SE   SE   SE			Mecklenburg County Line	:			To:		٦ ¨	0171172000
State   Stat	(92)		2.11	2200	G	2002	From:			
SE   SE   SE   SE   SE   SE   SE   SE	$\overline{}$	To	US 15 Barnes Junction		1—		603		┙ R	1997
Column   C	92	rioni.	3.80	2000	G	2002			¬ ``	
Second   Fig.   Second   Sec		To:	US 360		1				╌	11/01/2000
Halifac County Line   19-244   19-250   19-251   19-254   19-252   19-254   19-254   19-255   19-254   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255   19-255		From:		500	∟ G	2002	(603)		_ ĸ	11/01/2000
	92)	To:			7 Ť	_00_			┢	
Second   1.73   5900   G   2002   Second   1.73   5900   G   2002   Second   1.73   5900   G   2002   Second   1.75   1.75   5900   G   2002   Second   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.		From:	*		ì				⊣ R	11/01/2000
SR 29	(360)			5900	٦ G	2002	To:	Mecklenburg County Line		
380   15	(360)	. —			, Ŭ	2002	$\widehat{}$			
380   15   15   15   388   6700   G   2002	~~	From:		4400	┰	0000	(604)	2.80 <b>390</b>	G	2002
WILST   SAS   STOP   G   SAS	360		4.04	4400	G	2002	From	19-655	1—	
380   15   3.88   870   5   2002   6   2002   6   2002   6   2   2   2   6   2   2   2   6   2   2	~~~~	To: From:			}—			1.50 <b>390</b>	R	1997
SR 47 Krafton Gase   Go	{360}{15}		3.88	6700	G	2002	To:	19-651		
Second   15	$\stackrel{\smile}{\smile}$	To:	SR 47 Krafton Gate		1—				┙ R	1997
SUB IS BUS   SUB	360 (15)		6.60	6200	G	2002			7	
Second   S		To	C IIC 15 BIIC		1		From:			
SR 40 Keysville   SR 40 Keys	(260) (15)	From:		6100	_ G	2002	605		┙ R	03/28/2000
Second   S	(300) (13)	. —		0.00	, Ŭ	2002	(003)		- · ·	00/20/2000
Second   S		From:		EEOO	一	2002			╌	03/39/3000
Second   Primer   Class   Second   Se	(360) (15)		2.04	5500	_	2002			¬ ĸ	03/26/2000
Secondary   Seco	~~~	From:					From:			
Prime Edward County Line   US 15 S OF KEYSVILLE   3600   15   15   CL Keysville	{360}	<u> </u>			G	2002	605)		R	03/28/2000
Bus   Bus   Firm		To:							_	
Town of Kexxille   Town of Kexxille   Sign   Town of Kexxille   Sign	Bus Bus	From:							┰	03/28/2000
Town of Kevsville   Bus   Bus   From   CL Keysville   SSR 40   S	{360}{15}			1500	G	2002	(605)		_ '`	03/20/2000
Second   Chesystile   Chesyst	$\sim$	To:	CL Keysville		<u> </u>				┵	00/00/000
360   15		sville							¬ R	03/28/2000
S S R 40	~~~	From:	•	4500	」	0000		Mecklenburg County Line		
Bus   Bus   From   19-634   19-634   19-634   19-634   19-634   19-634   19-634   19-634   19-634   19-634   19-634   19-634   19-637   19-632   19-634   19-634   19-637   19-632   19-634   19-637   19-634   19-637   19-632   19-634   19-637   19-632   19-634   19-637   19-632   19-634   19-637   19-632   19-634   19-637   19-632   19-634   19-637   19-634   19-637   19-634   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637   19-637	360 15		0.73	1500	N	2002			╛	
Sus   Bus   From   19-634	Rus Rus	From:	S SR 40		}—		(606)	2.00 <b>300</b>	R	11/08/2000
Sus   From   N SR 40   Sus   From   SR 40   Sus   From   Sus   Sus   From   Sus	~~~		0.56	5700	G	2002	To:	19-634	}—	
Sus   Sus	(300) (13)	т.,			٦ -		(606)	3.50 <b>390</b>	R	11/08/2000
360   15   15   15   15   15   15   15   1	Bus Bus	From:	N SR 40				To	19-679	Т—	
Charlotte County   Sus Bus   From   19-626	{360}{15}			4500	G	2002			R	11/08/2000
Charlotte County   Bus   Free   CL Keysville   Sign   Start   Start	$\overline{\qquad}$	To:	CL Keysville					10.626		
Bus   Bus   From		untv							₽ P	11/08/2000
360   15   To   US 15 N OF KEYSVILLE     607     19-746	~~~	From:		4500	J	0000			٦ ['] `	00, 2000
Street   Mecklenburg County Line   600   3.06   180   R   1997	(360) (15)	To:			N T	2002	F _{rom} .		i	
Mecklenburg County Line   19-602   607   19-641   19-641   19-641   19-641   19-641   19-641   19-641   19-641   19-641   19-637   19-607   19-637   19-608   19-602   19-602   19-602   19-603   19-602   19-602   19-602   19-602   19-602   19-602   19-603   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-63		L			<u> </u>				₽ R	1997
From   19-602   607   2.95   150   R   1997     601   19-631		From:			َ ل				¬ '`	1001
From   19-631	(600)	т		40	, R	07/17/2000			一	4007
601 0.70 120 R 1997 607 2.10 500 G 2002    601							(607)	2.95 <b>150</b>	K	1997
SR 92		From:			┚		To:		}—	
601 0.20 350 R 1997 607 1.50 260 R 1997  601 0.70 380 R 1997  607 0.60 150 260 R 1997  607 0.60 150 G 2002  1.50 260 R 1997  607 0.60 150 G 2002  1.50 260 R 1997  607 0.60 150 G 2002  1.50 0.60 150 G 2002	(601)		0.70	120	R	1997	(607)	2.10 <b>500</b>	G	2002
601 0.20 350 R 1997 607 1.50 260 R 1997  601 0.70 380 R 1997  607 0.60 150 G 2002  Tr. US 15		To: From:	SR 92		}—		To	19-608	1—	
19-602   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   19-631   1	(601)		0.20	350	R	1997		1.50 <b>260</b>	R	1997
601 0.70 380 R 1997 607 0.60 150 G 2002    Try		To:	19-602		1—		To:	19-631	1	
Tro	(601)	rioni:		380	R	1997			G	2002
From:   19-609; 19-686     0.10   130   R   07/17/2000     607     0.85   390   R   1997     19-600     0.70   420   R   1997     1997     1997     1997     1997     1997     1997     1997     1997     1997     1997     1997     1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   19		To:			L					_ <b></b>
602 0.10 130 R 07/17/2000 607 US 15 0.70 420 R 1997		From:	19-609: 19-686		Ī				一	1007
19-600 US 15 US 15 0.70 420 R 1997	602			130	R	07/17/2000	(607)	0.85 390	_ K	1997
(001)	<u> </u>	To			1				一	
To: 19-609	_								_ R	1997
							To:	19-609		

Route	Length AAD	ΓQA	Year	Route	Length	AADT	QA	Year
Charlotte County				Charlotte County				
From:	19-609			From:	SR 47 SOUTH		┚	
(607)	1.70 <b>150</b>	R	1997	(613)	4.50	220	R	10/31/2000
To:	19-635	$\Box$		lu.	19-623		<u> </u>	
607) To:	1.50 <b>120</b>	R	1997	From:	SR 59		」_	
To:	Mecklenburg County Line			(614)	0.50	40	R	10/30/2000
From:	19-607			To:	Dead End		<u></u>	
608	1.46 <b>420</b>	G	2002	From:	Campbell County Line		╛	
To:	US 360	$\neg$ —		(615)	1.19	1200	G	2002
608) From:	0.86 <b>260</b>	G	2002	From:	19-727		_	
To:	SR 92 WEST			(615)	0.39	870	G	2002
From:	SR 92 EAST			To:	19-672		1	
608	2.12 <b>860</b>	G	2002	(615)	0.31	820	G	2002
	19-605	$\neg$ —		013)			٦ -	
608)	1.95 <b>540</b>	R	1997	From:	19-663 1.25	660		2002
	19-632			(615) 	1.25	990	G _	2002
From:	0.88 <b>390</b>	R	1997	From:	19-701		]	
608) From:	US 15 NORTH	→ '`	1001	(615)	2.99	330	R	1997
From:	US 15 SOUTH	-		From:	19-664		1—	
608) _{To:}	0.25 <b>70</b>	R	03/21/2000	(615)	2.13	360	R	1997
To:	Dead End			To:	SR 47		1	
From:	19-607			From:	Campbell County Line		1	
609	1.70 <b>140</b>	R	11/01/2000	(616)	1.68	140	R	03/27/2000
To:	10.625			To:	19-672 SOUTH		1	
From:	19-635 1.29 <b>160</b>	┛▔	11/01/2000	From:	19-672 NORTH			
609		_ ``	11/01/2000	(616)	1.00	130	R	03/27/2000
From:	1.30 ME 19-635	ᅳ		From:	1.00 ME 19-672		1—	
609	0.31 <b>250</b>	R	11/01/2000	(616)	2.97	70	R	03/06/2000
To:	Mecklenburg County Line			To:	19-727		1	
From:	US 15			From:	19-672		i –	
(610) To:	1.89 <b>140</b>	R	03/21/2000	(617)	1.30	200	R	1997
To:	Mecklenburg County Line							
From:	US 15; US 360			From:	19-762 1.70	260	R	1997
611)	1.10 <b>560</b>	G	2002	<u></u>		200	- '`	1991
To:	19-634	$\neg$ —		From:	19-695		┵	
611)	1.80 <b>320</b>	R	1997	(617)	1.60	230	G	2002
To	19-625			From:	SR 40		]—	
611)	1.20 470	— R	1997	(617)	0.60	250	R	1997
(II)		``		From:	19-675		1	
From:	19-607		4007	(617)	2.50	320	R	1997
(611)	3.35 120	¬ R	1997	To:	19-619		1	
	19-608			From:	Campbell County Line		T	
From:	19-746		0000	(618)	0.90	220	R	03/06/2000
(612)	2.20 <b>470</b>	G	2002	To-	SR 40		1	
From:	19-641	$\Box$		From:	Campbell County Line		$\overline{}$	
612) _{To:}	0.69 <b>540</b>	G	2002	(619)	3.50	270	R	1997
To:	19-637 NORTH			019			7	
Prom:	19-637 EAST	୴ୢ	1007	From:	19-620	220	╌	1007
612	1.10 <b>440</b>	R	1997	(619) 	3.00	230	R	1997
To: From:	19-613			From:	19-649		_	
(612)	1.30 <b>320</b>	R	1997	(619)	0.50	390	R	1997
To:	19-634			From:	19-678		<del>]</del> —	
612) To:	3.20 <b>210</b>	R	1997	(619)	2.58	250	R	1997
To:	SR 47			To:	19-617		<b>—</b>	
From:	19-612			619) From:	2.29	190	┙ R	1997
$\bigcirc$	2.20 <b>270</b>	R	10/31/2000	(619)			- · · ¬	
(613)				In:	19-649		-	
(613) _{To}	19-642			From:		60	٦ ٢	1007
(613) To From:	19-642 2.70 <b>410</b>	□R	10/31/2000	619)	0.10 19-648	60	┙ R T	1997

Route   Length   AADT   QA   Year				Charlotte Ma	aintenance Area				
19-69		Length A	ADT Q	<b>A</b> Year		Length	AADT	QA	Year
1.30   80   R   1997   19246   1.50   190   R   1011/2000   19246   1.50   190   R   1011/2000   19246   1.50   190   R   1907   19246   1.50   1909   R   1907   19246   19246   1.50   1909   R   1907   19246   1.50   1909   R   1907   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246   19246	Charlotte County	19-648			Charlotte County	0.50 MN 19-606		1	
Post	610		80 R	1997	(636)		20	R	11/01/2000
1949   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940   1940	019				(020)			7 ``	
1907   1908   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909   1909	From:			10/11/0000	From			<u> </u>	
19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-10   19-1	(619)	1.50	100 K	10/11/2000			100	┙╻	1007
Second Description   Second	From:	19-746			(627)		190	7 K	1997
1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945	619)	2.55	70 R	10/11/2000	From:			1	
19	To:	10 645			627)		420	R	1997
19437 WEST   19407 EAST   19407 EAST   19407 EAST   19408 EAST   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   19408   194	From:		80 R	10/11/2000				7	
Town of Draise Princh   194017 EANY   1940	(619) To:			10/11/2000	From			<del>-</del>	
19-57   AST   AS				_			400	┙╻	1007
Fig.   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0	Town of Drakes Br	anch	1		(628)		400	¬ ``	1997
19-134			230 G	2002				<u> </u>	
Second   S	(619)	0.41	230 6	2002	$\widehat{}$				
SR 47	From						380	_ R	1997
Sk 47	(619)	0.56	480 G	2002					
Charlette Causety   19-619   2-80   20   R   08/28/2000   168   30   R   08/28/2000	To:	SR 47					220	٦ _	4007
Section   Sect	Charlotte County				(629)		320	7 K	1997
SCI_Keysville   Sci_Keysvill	From:	19-619			10.	SCL Keysville			
Full Halfard County Line   Dead Field   De	(620)	2.80	20 R	08/28/2000	Town of Kevsville				
Control   1.68   30	To:	Halifax County Line; Dead End			From:			┚	
Section   1.68   30   R   03/08/2000   1.68   30   R   1.097   1.09672   1.10   130   R   1.997   1.09672   1.10   130   R   1.997   1.09672   1.10   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00	From:	Dead End			(629)		320	¬ N	1997
19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   19-672   1	621		30 R	03/08/2000	10.	US 15 BUS NORTH			
Column   C	To:	19-672							
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Color   Colo	From:				From:				
Color   Colo	(622)			1997	(631)	1.00	140	R	07/17/2000
Clarability		US 15 N; US15 BUS; Gap Termiu	IS		To-				
Lunenburg County Line   SR 92; 19-624   SR 9				0000					
SR 92; 19-624   SR 92; 19-625   SR 07/17/2001   SR 92; 19-607   SR 03/28/2001   SR 92; 19-624   SR 92; 19-624   SR 92; 19-625   SR 07/17/2001   SR 92; 19-605   SR 03/28/2001   SR 03/28/200			6/0 G	2002	(631)	1.00	590	R	07/17/2000
Control   Cont	16:	Lunenburg County Line			To	SR 92; 19-624		1	
Clariotte County   From	Town of Drakes Br	anch	-		(631)		370	R	07/17/2000
Clariotte County   Frame	From:		1000		To	110 260			
Total   19-607   From   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-605   19-6	(623)		1200 G	2002			250	_	07/17/2000
Charlotte County   From		ECL DRAKES BRANCH			(631)		230	¬ ``	07/17/2000
623	<b>Charlotte County</b>							<u> </u>	
19-692   19-692   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   1					_				
19-692   19-692   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   19-693   1	(623)	1.67	460 G	2002	(632)	1.60	270	R	03/28/2000
623   3.00   370   R   1997     632     4.45   150   R   03/28/2006     623   1.00   370   R   1997     633     19-640	To:	19-692			To:	19-608		1	
19-639		3.00	370 R	1997		4.45	150	R	03/28/2000
623	To:	10 (20				19-640		1	
19-613			270 B	1007	From:	19-608 SOUTH			
19-613	(623)	1.00	3/U K	1997	633)		90	R	03/28/2000
Column   C								- '`	00/20/2000
Column   County Line   Count	(623)	0.70	540 R	1997					
1.40   250   R   1997   From   19-611	To:	US 15					160	¬ R	03/28/2000
SR 92; 19-631   SR 92; 19-631   SR 92; 19-637   Sr 92; 19-611   Sr 19-606   Sr 19-610   Sr 19-606   Sr 19-606   Sr 19-606   Sr 19-607	From:		250 R	1997	To:	19-608 NORTH			
SR 92; 19-631	To:				From:	19-611			
624  1.00  230  R  1997  634  2.80  300  R  03/21/2000  625  2.30  110  R  19-611  From  US 15  626  0.70  250  R  1997  634  1997  634  1997  634  1997  634  1997  634  1997  635  19-609  From  19-609  19-609  19-607  19-607  19-607	From:				(634)	0.30	450	R	03/21/2000
Column   From   19-637			220 8	1007	To:	19-679			
Column   From   19-637	(624)		230 K	1997			300	┙ R	03/21/2000
Column   C			<u> </u>		034)			- ·\ -	55,21,2000
Column   C	From:							╌	
Column   C	(625)		<u>110                                   </u>	1997	(634)		210	R R	03/21/2000
626 0.70 <b>250</b> R 1997 635 0.60 <b>30</b> R 11/01/2000 626 0.50 <b>110</b> R 1997	To-	19-611			To	19-612		1	
(626) 19-606 R 1997	From:	US 15		-	From:				
(626) 19-606 R 1997	(626)	0.70	250 R	1997	(635)	0.60	30	R	11/01/2000
(626) 0.50 <b>110 R</b> 1997		19_606				19-607			
(020)	$\overline{}$		110	1997					
	To:		····	. 1001					

				Charlotte Mai	intenance Area				
Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County					Charlotte Coun	tv		-	
From:	19-746		٦ू	00/00/0000	Fre	19-746	400	┙	44/00/0000
(636)	0.70	60	R	08/28/2000	(643)	1.70	100	_ R _	11/08/2000
To:	Dead End; Gap Terminus		}—		Fro	1.70 ME 19-746		_	
(636)	1.10	70	R	1997	(643)	0.57	70	_ R	11/08/2000
To:	19-645		<u> </u>			To: 19-642			
From:	19-607				Fro	17-013			
(637)	2.99	430	G	2002	(644)	0.80	370	R	1997
To:	19-612 SOUTH		1—		Fro	Campbell County Line		7—	
637	3.56	490	G	2002	(644)	0.50	300	R	1997
To:	19-642 WEST		1			To: Appomattox County Line			
(637)	2.66	850	G	2002	Fro	om: 19-642			
031)			٦ .		(645)	1.10	180	R	10/17/2000
From:	19-619 WEST 0.01	1200	G	2002		To: 1.10 MN 19-642		1	
(637)	WCL Drakes Branch	1200	ר ד	2002	(645)	0.63	200	R	10/17/2000
			1		043)			¬ ···	
Town of Drakes Branch	WCL Drakes Branch		1		Fro	1.73 MN 19-642 1.35	220	┚	10/17/2000
(637)	0.13	1200	N	2002	(645)	1.33	220	_ R _	10/1//2000
(031)			٦		Fro			┵	
From:	19-619 EAST 0.36	000	_	1997	(645)	1.57	290	R	10/17/2000
637		900	R	1997	Fro			]	
From:	19-1207		<u> </u>		(645)	0.30	510	R	10/17/2000
(637)	0.38	1100	, R	1997		WCL Charlotte C.H.			
10	SR 47; SR 59				Town of Charlo				
Charlotte County			т -		Fro	WCL Charlotte C.H.		┙_	
110	Appomattox County Line 0.10	60	J R	04/11/2000	(645)	0.25	510	R	10/17/2000
(638)	0.10	00	_ ``	04/11/2000	Fro	To: 19-1106		]	
From:	19-691		一	0.1/00/0000	(645)	0.48	730	_ R	10/17/2000
638	1.70	46	R	04/06/2000		SR 40			
To	06-628		}—		Charlotte Coun				
(638)	2.40	130	, R	1997	Fre	19-606 0.75	<b>F</b> 0	╛	11/08/2000
To:	06-725; 19-725				(646)	To: Dead End	50	¬ R	11/08/2000
From:	19-623		_		Fro			<u> </u>	
(639)	1.90	90	R	1997		19-619 2.10	80	┙╻	10/11/2000
To:	19-622				(647)	To: 19-746	80	¬ ~	10/11/2000
From:	Dead End		┚		Fre				
(640)	1.15	80	R	03/21/2000		17-7-10	E0.	┙╻	00/20/2000
From:	1.15 ME Dead End		}—		(648)	3.29	50	_ ^	08/28/2000
(640)	0.15	140	R	1997	Fro			┵	
To: From:	19-632		1—		(648)	2.29	30	¬ R	08/28/2000
640) To:	0.71	230	R	1997		19-019			
	US 15 NORTH				Fre	17-017		┚▔	
From:	US 15 SOUTH				(649)	2.00	130	R	1997
640) _{To:}	0.20	140	R	1997	Fro	2.00 MS 19-619		_	
To:	Mecklenburg County Line		<u> </u>		(649)	1.80	70	R	08/28/2000
From:	19-607					To: 19-678 NORTH			
(641)	3.72	170	, R	1997		19-678 SOUTH 0.50	130	┙╻	1997
To:	19-612		<u> </u>		(649)	0.50	130	_ R _	1997
From:	19-746				Fro			┵	
642	0.28	390	R	10/17/2000	(649)	0.62	120	R	08/28/2000
From:	19-645		}—		Fre	0.62 ME 19-678		_	
642	2.60	250	R	10/17/2000	(649)	0.30	60	R	1997
To:	19-643		1			0.92 ME 19-678		<b>—</b>	
642)	1.11	300	R	10/17/2000	(649)	2.16	49	R	08/28/2000
To:	19-637 SOUTH		7		043			¬ -	
From:	19-637 NORTH				Fre	3.09 ME 19-678 1.01	80	R	1997
642	2.00	190	R	10/17/2000	(649)	To: 19-619	- 00	¬ ``	1991
To-	19-613		1			17-017			

					intenance Area			
Route	Length	AADT	QA	Year	Route	Length <b>AADT</b>	QA	Year
Charlotte County	19-619		1		Charlotte County	SR 40 WEST	1	
(649)	2.50	310	┙ R	1997	(654)	3.70 <b>250</b>	⊐ R	1997
To:			7		To:		-	
From:	19-746 2.50	390	G	2002	From:	19-651 NORTH 0.75 <b>160</b>	R	1997
<u>(649)</u>		330	_	2002	(654)		_ '`	1331
From:	SR 40		┵	1007	From:	19-749	┵	4007
649	3.00	520	R	1997	(654)	1.45 230 Prince Edward County Line	⊣ R	1997
To:	19-650		]—					
649 To:	1.57	310	_ R	1997	From:	19-604	┙、	40/00/0000
To:	SR 47 WEST SR 47 EAST		-		(655) 	1.88 <b>150</b>	_ K	10/23/2000
	0.70	150	∟ R	1997	To: From:	19-658		
649		100	¬ '`	1007	(655)	1.70 <b>230</b>	_ R	10/23/2000
From:	19-689	220	一	4007	To:	19-671		
649 To:	3.84 SR 47 NORTH	230	R ¬	1997	From:	SR 40		
					(656)	2.50 <b>60</b>	¬ R	10/24/2000
From:	19-667	00	٦ू	00/00/000	To:	19-604		
650	2.74	80	R	09/20/2000	From:	19-649		
From:	19-649		]		(657)	0.80 <b>90</b>	¬ R	09/20/2000
650)	1.15	160	R	09/20/2000	To:	Dead End		
To:	19-660		]—		From:	19-709	┙_	
(650)	3.58	170	R	09/20/2000	(658)	4.41 <b>250</b>	¬ R	10/23/2000
To:	NCL CHARLOTTE CH					19-655		
Town of Charlotte C.	Н.				From:	19-660	┙_	0=1001000
From:	NCL CHARLOTTE CH		┛_		(659)	0.60 170	$\neg$ R	05/09/2000
(650)	1.12	330	¬ R	09/20/2000		19-671		
Tn·	SR 47				From:	19-650	┛_	
Charlotte County			-		(660)	1.55 <b>240</b>	¬ R	1997
From	19-604	400	٦ू	4007	From:	SR 47 SOUTH SR 47 NORTH	-	
(651) _{To:}	1.50	160	¬ R	1997	$\widehat{}$	3.10 <b>350</b>	∟ R	1997
From:	19-654 NORTH 19-654 SOUTH		1		(660)		_ '`	1007
(651)	1.70	46	R	10/23/2000	From:	19-659	┵	400=
(051)			¬ ``		(660)	0.80 230	¬ R	1997
From:	19-653	90	R	1997		19-671		
651)		90		1997	From:	SR 47	┙_	0.44440000
From:	0.80 ME 19-653		┵		(661)	5.12 <b>170</b>	$\neg$ R	04/11/2000
(651)	1.40	210	¬ R	1997		Prince Edward County Line; 73-671		
To:	19-652 SOUTH 19-652 NORTH		-		From:	SR 47	┙_	0.44004000
(651)	0.56	220	∟ G	2002	(662)	0.50 110	¬ R	04/06/2000
To:	US 15		٦Ť	2002		19-691		
From:	19-654		1		From:	19-615	┙_	
	1.64	60	┙ R	10/23/2000	(663)	3.80 180	¬ R	1997
652			¬ '`	10/20/2000		Appomattox County Line		
From:	1.65 ME 19-654 0.66	100	R	1007	From:	19-666	╛	4007
(652)	0.00	100	_ ĸ	1997	(664)	1.70 <b>160</b>	R	1997
To:	19-653		┵		From:	19-665		
(652)	2.20	320	R	1997	(664)	1.30 <b>80</b>	_ R	04/11/2000
From:	19-651 SOUTH		]		To:	19-615		
(652)	0.60	340	_ R	1997	From:	19-727		
To:	Prince Edward County Lin	e			(665)	3.47 <b>290</b>	_ R	04/11/2000
From:	SR 40				To:	SR 47	<u> </u>	
(653)	1.60	230	R	10/24/2000	From:	19-727		
Tax	19-652		1—		(666)	1.36 <b>360</b>	R	1997
(653)	1.20	50	R	10/23/2000	To: From:	19-721	1—	
To:	19-651		1		(666)	2.75 480	R	1997
From:	SR 59		Ì		To:	SR 47	1	
(654)	2.23	340	┙ R	1997	From:	19-727		
To:	SR 40 EAST		٦		(667)	3.17 <b>80</b>	R	1997
	196		-		To:	SR 40	7	

SR 40 0.09 0.09 ME SR 40 0.26 ECL PHENIX	160	R	1997	Charlotte County	Dead End 1.10 <b>190</b>	R	08/28/2000
0.09 0.09 ME SR 40 0.26	160	R	1997			┙ R	00/00/000
0.09 ME SR 40 0.26	100						しょ/フォ/2000
0.26		_	1007	(677)	19-619	┑¨	00/20/2000
		┵		From:		+	
ECL PHENIX	60	_ R	03/13/2000	$\widehat{}$	Dead End	┙ͺ	4007
LCLITILIAN				(678)	0.45 110	¬ R	1997
				From:	19-649 SOUTH 19-649 NORTH	-	
ECL PHENIX				679)	1.20 <b>280</b>	⊐ R	1997
1.95	50	_ R	03/13/2000	(678)		<b>⊣</b> '`	1007
19-667				From:	19-724	┵	
Dead End				678	0.80 <b>420</b>	R	1997
0.50	60	R	03/13/2000	To:	19-619		
19-706		1			0.60 <b>360</b>	G	2002
	80	R	03/13/2000	To:	10.672		
		<b>⊤</b> ``	00/10/2000	From:			2002
		1		(678) To:		⊣ີ	2002
	20		02/46/2000			+	
	20	7 K	03/16/2000			┙_	400-
		<u> </u>				_ R	1997
				10:	19-606		
1.88	160	G	2002	From:	US 15 BUS		
19-660		<b>T</b>		(680)	1.41 <b>260</b>	R	1997
	46	G	2002	To:	19-652		
		7		From:	19-672		
	200	一	2002	681)	1.30 <b>120</b>	R	03/08/2000
	200	٦ ٥	2002	To:	Dead End		
		<u> </u>		From:			
				(000)		┙ _R	1997
2.10	630	R	03/27/2000	002) To:		¬ ``	1007
19-693		1		F		+	
	180	G	2002			┙ͺ	4007
		1		(683)		$\neg$	1997
SR 40 EAST							
1.30	470	G	2002	From:			
10 681				(684)		_ R	1997
	260	_ G	2002	To:	19-603		
		٦	2002	From:	19-608		
				(685)	0.50 <b>70</b>	R	07/17/2000
	120	¬ R	1997	To:	US 360 WEST		
19-615				$\widehat{}$			
Dead End						_ R	07/17/2000
0.50	60	_ R	03/06/2000	To:	19-607		
19-617				From:	19-602; 19-609		
19-672				(686)	0.40 <b>210</b>	R	07/17/2000
1.30	130	R	03/06/2000	To:	19-683	7	
SR 40						R	07/17/2000
19-617				To:		٦ .	
	330	R	07/17/2000	From:			
40.656		_				┙╻	11/01/2000
	440	┵	07/47/2000	(687)	1.00 140	_ ``	11/01/2000
	410	¬ K	07/17/2000	From:	19-630		
SCL Phenix				(687)	0.20 <b>70</b>	_ R	11/01/2000
		_		To:	Dead End		
	440	٦ ू	07/47/0000	From:	Dead End		
	410	_ K	07/17/2000	(688)	0.52 <b>120</b>	R	10/24/2000
SR 40; 19-1001				To	10 754		
		_		From:			1997
	465	」_	07/47/0000	(688)		⊣ '`	1001
	100	R ¬	0//1//2000		WOLKE I SVILLE		
Dead End		1		Town of Kevsville	WCI VEVOVILLE	1	
					0.07 <b>330</b>	∟ R	1997
				(688)	U.U/ <b>330</b>	7	1551
	19-706	19-706  0.30 80 SR 40  19-617 0.80 Dead End  73-665; 73-671 1.88 160 19-660 1.10 46 19-659 4.92 200 73-667; 73-671 19-678 2.10 630  19-693 1.60 180 SR 40 WEST SR 40 EAST 1.30 470 19-681 7.30 260 19-727 1.20 19-615 Dead End 0.50 60 19-617 19-672 1.30 SR 40 19-617 0.87 330 SR 40 19-676 0.80 410 SCL Phenix  SCL Phenix 0.60 410 SR 40; 19-1001	19-706  0.30 80 R SR 40  19-617  0.80 20 R Dead End  73-665; 73-671  1.88 160 G 19-660  1.10 46 G 19-659  4.92 200 G 73-667; 73-671  19-678  2.10 630 R 19-693  1.60 180 G SR 40 WEST SR 40 EAST SR 40 EAST 1.30 470 G 19-681  7.30 260 G 19-727  1.20 120 R 19-615  Dead End 0.50 60 R 19-617  19-672  1.30 130 R SR 40  19-617  19-676 0.80 410 R SCL Phenix  SCL Phenix  SCL Phenix  R SR 40; 19-1001  R  19-675 1.10 100 R	19-706 0.30 80 R 0.313/2000 SR 40  19-617 0.80 20 R 03/16/2000  Dead End  73-665; 73-671 1.88 160 G 2002  19-660 1.10 4.92 200 G 2002  73-667; 73-671  19-678 2.10 630 R 03/27/2000  19-693 1.60 180 G 2002  SR 40 WEST SR 40 EAST 1.30 470 G 2002  19-681 7.30 260 G 2002  19-681 7.30 260 R 03/06/2000  19-617 19-617 19-672 1.30 130 R 03/06/2000 SR 40 19-676 0.80 410 R 07/17/2000  SR 40; 19-1001  19-675 1.10 100 R 07/17/2000	19-706	19-706	19-706

				Charlotte Ma	intenance Area					
Route	Leng	th <b>AADT</b>	QA	Year	Rout	te	Length	AADT	QA	Year
<b>Charlotte Cou</b>	ntv.				Charlotte (	County				
	From: SR 47	30	┙╻	04/11/2000		From:	Dead End 0.70	20	┙	04/06/2000
(689)	То. 19-649	30	R T	04/11/2000	(703)	To	19-696	30	R T	04/06/2000
			+			From:	19-727 SOUTH		+	
	From: Dead End 0.50	) 40	┙ R	07/17/2000	704	110111.	0.57	20	」 R	03/13/2000
(690)		7 -10	¬ '`	0771772000	(704)	To:	19-727 NORTH	20	ר`` ד	03/13/2000
	From: 0.50 ME Dead End	B <b>60</b>	_ R	1997	-	From:	Dead End			
690)	To: US 15	<b>00</b>	¬ ``	1997	(705)	<u> </u>	0.50	110	R	03/21/2000
	From: 19-638		<del> </del>			To:	SR 92			
(691)	1.20	70	┙ R	04/06/2000	•	From:	SR 40			
091)			¬ ``	0 00. 2000	(706)	<u></u>	0.60	50	R	03/13/2000
	To- From: 19-701	130	R	1997		To:	19-669			
(691)	To: Prince Edward County I		ר ו' ר	1557		From:	19-671 WEST			
D: E1				-	(707)		0.72	60	R	10/23/2000
Prince Edward	From: Charlotte County Lin	e		_		To:	0.72 ME 19-671		1—	
(691)	0.10		N	1997	(707)	rioin.	1.48	120	R	1997
	To: SR 47					To- From:	19-760		<b>—</b>	
Charlotte Cou	ntv				(707)	From:	0.17	180	R	1997
	From: SR 47		╛	400-	•••	To:	73-671			
(692)	0.70	240	¬ R	1997		From:	Dead End			
	To: 19-623		<u> </u>		(708)		0.60	60	R	03/08/2000
	From: 19-619 2.80	180	⅃ R	1997		To:	19-672			
693	To: 19-672	100	¬ ``	1997	Town of C	harlotte C.H.				
	From: 19-672		1			From:	SR 47	1000	_ ل	0000
(694)	0.10	220	┙ R	1997	(709)	To:	0.48 NCL CHARLOTTE CH	1200	G T	2002
094)	To: 19-617		٦ ^{``}				NCL CHARLOTTE CIT		1	
	From: 19-617		Ì		<u>Charlotte</u>	County From:	NCL CHARLOTTE CH		1	
(695)	2.80	70	R	03/06/2000	(709)	<u> </u>	0.92	740	G	2002
000	то: 19-727					To	19-604			
-	From: 19-665		İ	_	(709)	From:	1.33	260	┙ R	09/20/2000
(696)	0.10	30	R	04/06/2000	(109)	To:	SR 40		٦ ``	00/20/2000
	To: 19-703		<b>—</b>			From:	SR 47			
(696)	From: 19-703 0.15	<b>20</b>	R	04/06/2000	(710)	<u> </u>	1.35	120	R	1997
	To: SR 47				•••	To	1.35 ME SR 47		1	
	From: SR 47 SOUTH				(710)	From:	2.80	160	R	1997
697)	0.10	50	R	1998	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	To:	US 15		1	
	To: 0.10 MN SR 47		7—		•	From:	Dead End			
(697)	0.4	1 40	R	04/11/2000	(711)	<u></u>	1.00	80	R	03/06/2000
	To: SR 47 NORTH					To:	19-617			
	From: Dead End			_	Town of K	evsville				
698)	0.90	60	R	08/28/2000		From:	US 15 BUS	0.40	」	4007
	то: 19-746				(712)	To:	1.02 NCL KEYSVILLE	340	R T	1997
	From: Dead End					l	NCL KEYSVILLE			
699	0.80	100	R ¬	1997	<b>Charlotte</b>	County From:	NCL KEYSVILLE		1	
	SR 47		<u> </u>		(712)		1.22	210	R	1997
-	From: Dead End	100	٦ _	02/27/2022	···2	To:	Lunenburg County Line		<b>—</b>	
700	1.40 To: 19-727	190	¬ ĸ	03/27/2000	(712)	From:	0.65	170	R	1997
	•		<del>                                     </del>		(12)	To:			٦	
	19-615 1.55	5 160	┙╻	04/06/2000	740	From:	Lunenburg County Line 1.59	290	R	1997
701		, 100	¬ '`	3-70072000	(712)	To:	US 15 US 360	230	٦ "	1331
	From: 19-736	5 70	┵	04/06/2000	-	From:	19-606		ì	
(701)	1.35 To: 19-691	<b>70</b>	٦ ^٢	04/06/2000	(713)		0.35	130	∟ R	1997
	17-071		<del></del>			To	19-730			
	19-633 0.50	) 47	┙╸	03/28/2000	(742)	From:	1.20	230	R	1997
702	To: Dead End	, <del>, ,</del>	¬ "`	33/20/2000	(713)	To:	SR 47	200	٦ ՝`	1001
	Dead Eild				-	I	510 47			

					intenance Area				
Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Town of Kevsville	10.712		1		Charlotte County	NCI Dissein		1	
	19-712 0.10	450	J R	1997		NCL Phenix 4.02	1400	∟ N	2002
(714) 	0.10	450	_ ``	1997	(727)	4.02	1400	_ ''	2002
From:	19-716		$\bot$		From:	19-783		_	
(714)	0.02	180	R	1997	(727)	4.03	780	G	2002
To:	Dead End				To: From:	19-672 SOUTH		1—	
From:	Dead End				(727)	1.37	1100	G	2002
715)	0.06	20	R	06/20/2000	To	19-615			
To:	19-757		1		From:	0.94	1600	G	2002
(715) From:	0.07	690	R	06/20/2000	(727) _{To:}	Appomattox County Line	1000	٦	2002
To:	US 15 BUS		٦ .		From:			+ -	
From:	19-714		•			19-650		┙	00/00/0000
	0.35	440	∟ R	10/26/2000	(728) _{To:}	0.45	60	R ¬	09/20/2000
716)	0.55	770	_ '\	10/20/2000		Dead End			
From:	19-712		$\bot$		From:	Dead End			
(716)	0.20	230	R R	10/26/2000	(729)	0.60	70	_ R	03/27/2000
To:	Dead End				To:	19-672			
Charlotte County					From:	19-713			
From:	Dead End				(730)	0.15	160	R	1997
(717)	0.45	60	R	07/17/2000	To:	US 15		<b>—</b>	
To:	19-360				(730)	0.04	110	⊐ R	1997
Town of Kevsville					(730)			- ·`	1001
From:	US 15 BUS		┛		From:	19-763		╧	44/04/0000
(718)	0.08	690	R	10/23/2000	(730) _{To}	1.21	49	R ¬	11/01/2000
To:	19-712		1			Dead End			
Charlotte County					Town of Kevsville	40.555		_	
From	19-674		」_ L			19-757	400	┙	2002
(719)	0.50	100	, R	03/08/2000	(731) _{To:}	0.07	120	G T	2002
To:	Dead End					US 15 BUS; SR 40		<u> </u>	
From:	Dead End				Charlotte County	D 1F 1		1	
(720) _{To:}	0.65	60	_ R	04/11/2000		Dead End 0.75			03/06/3000
To:	19-615				(732) _{To:}		60	¬ ĸ	03/06/2000
From:	19-666		1	_		19-666		<u> </u>	
(721)	0.80	70	R	03/06/2000	From:	Dead End		」 _	0.44440000
To:	Dead End				(733) _{To:}	0.58	30	¬ R	04/11/2000
Town of Kevsville					10:	19-664		<u> </u>	
From:	Dead End				From:	19-617			
(722)	0.07	180	R	06/20/2000	(734)	0.80	60	R	03/06/2000
To:	19-757		1		To:	Dead End			
(722) From:	0.05	820	R	06/20/2000	Town of Kevsville				
To:	US 15 BUS		1		From:	US 15 BUS		<b>」</b>	
Charlotte County					(735)	0.08	80	R	1997
From:	19-678				To- From:	19-789		}—	
(723)	1.00	60	R	03/08/2000	(735)	0.02	40	R	1997
To:	Dead End		1		To:	Dead End			
From:	19-678				Charlotte County				
(724)	1.00	90	R	03/08/2000	From:	19-701			
(724) _{To:}	Dead End		7 ^{``}	00/00/2000	(736)	0.90	80	R	04/06/2000
From:			+		To:	Dead End			
	06-725; 19-638	70	┙╻	10/26/2000	From:	Dead End		1	
725) _{To:}	0.13 SR 47; PR EDWARD CL	70	٦ ^۲	10/26/2000	(737)	0.30	80	R	11/08/2000
			<del></del>		To:	19-612		l	
From	US 15	00	٦	00/04/0000	From:	SR 47		Ī	
(726)	1.80	90	, K	03/21/2000	739	0.22	40	┙ R	09/20/2000
10:	19-608		1		(738)	SR 47		٦ .`	33.20.2000
Town of Phenix			1		TD 637 ***	540 17		-	
From	SR 40; 19-1008	4400		2000	Town of Kevsville	SR 59		Ī	
(727)	0.28	1400	⊣ G	2002	720	0.12	200	┙ R	10/30/2000
10:	NCL Phenix				(739) _{To:}	19-765		٦ :`	. 5. 55, 2000
						1,7,00			

Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County					Town of Kevsville				
From:	SR 47				From:	19-765			
(740)	0.33	90	R	10/31/2000	(757)	0.03	330	R	1997
To·	SR 47				To:	19-772 EAST			
From:	19-612					19-772 WEST	460	]	2002
(741) _{To:}	0.25	70	R	10/18/2000	(757)	0.42	460	G	2002
To:	Dead End				To: From:	19-731		<b> </b>	
From:	Dead End				(757)	0.14	180	R	1997
742	0.55	60	R	10/23/2000	То:	19-722			
To:	19-654				From:	Dead End			
From:	Dead End				(758)	0.11	40	G	2002
743) _{To:}	0.50	170	R	09/20/2000	To: From:	19-757		<b> </b>	
To:	SR 40				(758)	0.09	160	G	2002
From:	19-603				Too	LIC 15 DLIC		1	
744) _{To:}	0.55	90	R	11/01/2000	From:	US 15 BUS 0.09	610	R	1997
To:	Mecklenburg County Line				(758) _{To:}	19-712	010	1 '`	1991
From:	Dead End					17-/12			
(745) _{To:}	0.20	100	R	10/30/2000	Charlotte County	19-637 EAST		I	
To:	19-622		1		(759)	0.12	260	R	10/18/2000
From:	Halifax County Line		1		To:	19-612; 19-637 WEST		1	
746	6.34	690	G	2002	From:	Dead End		I	
746			7		(760)	0.18	47	R	10/23/2000
From:	19-642 3.76	E40	G	2002	To:	19-707		1	10/20/2000
746)	3.76	510	_	2002	From:	Dead End		1	
From:	19-649		<b>}</b>			0.85	40	I R	10/18/2000
746) _{To:}	2.06	500	G	2002	(761) _{To:}	19-637	70	1 '`	10/10/2000
To:	SR 40				From			1	
From:	Dead End					19-617 3.25	90	J	03/27/2000
(747)	0.80	80	R	03/08/2000	(762) _{To-}	19-672	90	1	03/21/2000
To:	19-617								
From:	19-678				From:	Dead End	70	١ _	4007
(748)	0.35	30	R	03/08/2000	(763) _{To:}	0.70	70	R	1997
To:	Dead End					19-730		<u> </u>	
From:	19-654				From:	Dead End		]	07/47/0000
(749)	0.25	40	R	10/23/2000	(764) _{To:}	0.45	60	R	07/17/2000
To:	Dead End				10.	SR 92			
From:	Dead End				Town of Kevsville	40.505			
(750)	1.10	60	R	11/08/2000		19-795 0.05	250	]	10/26/2000
To:	19-746				765	0.05	250	_ K	10/26/2000
From:	Dead End				From:	SR 59		<b>_</b>	
(751)	0.90	90	R	07/17/2000	(765)	0.15	290	G	2002
To:	SR 40		1		From:	19-757		<del>                                     </del>	
From:	Dead End				(765)	0.15	180	G	2002
(752) To (	0.70	70	R	1997	To:	US 15 BUS; SR 40			
To:	SR 47		1		Charlotte County				
From:	19-801		1		From:	Dead End			
(753)	0.30	20	R	04/05/2000	(766)	0.40	30	R	03/06/2000
(753) To-	Dead End		1	0 1/ 00/ 2000	To:	19-672			
From:			1		From:	Dead End			
	Dead End 0.40	70	_ L	10/24/2000	(767)	0.02	NA	-	
754) _{To:}	19-688	70	7 K	10/24/2000	To	19-642			
			1		From:	Dead End		1	
From:	SR 40	40	٦ _	10/20/2000	(768)	0.02	NA		
755) _{To:}	0.15	40	R T	10/30/2000	To:	19-642		1	
	Dead End		<u> </u>		Town of Vararilla				
From:	Campbell County Line		J _ ¯		Town of Kevsville	US 15 BUS		Ī	
/— \	1.80	130	R	1997		0.23	90	. Б	07/17/2000
(756) _{To:}	19-672		7		(769)	0.23	30	r	01/11/2000

-				Charlotte Ma	intenance Area				
Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County	D 1F 1		1		Charlotte County	Dead End		1	
	Dead End 0.35	100	J R	03/13/2000		Dead End 0.30	60	┙╻	03/06/2000
(770) _{To:}	19-649	100	7 ``	03/13/2000	(783) _{Ta}	19-727		ר`` ר	03/00/2000
Town of Voysville					From:	Dead End		i	
Town of Kevsville	19-716				(784)	0.90	140	┙ R	10/31/2000
(771)	0.10	80	R	10/26/2000	To:	19-613		7	
To:	19-796		1		From:	Dead End			
(771) From:	0.10	20	R	10/26/2000	(785)	0.75	60	R	03/08/2000
To:	Dead End				To:	19-672			
Charlotte County					From:	Dead End			
From:	SR 59		J _		(786)	0.60	210	_ R	08/30/2000
(772)	0.05	120	G	2002	To:	19-645			
From:	19-778		]—		Town of Keysville				
(772)	1.59	450	G	2002	From:	19-716 <b>0.09</b>	420	┙	10/26/2000
To:	SCL Keysville				<u></u>		130	R	10/26/2000
Town of Kevsville	CCL Vill-		1		From:	19-796		一	4000
(772)	SCL Keysville 0.38	450	N	2002	(787) _{To:}	0.05 Dead End	2	R T	1996
112			- ··	2002		Dead Elid		1	
From:	19-757 WEST 0.10	590	G	2002	Charlotte County	SR 47		1	
772) From:	US 15 BUS	330	٦	2002	(788)	0.40	60	R	10/31/2000
From:	19-774		1		To:	Dead End			
(773)	0.05	170	R	10/30/2000	Town of Kevsville				
To:	SR 59		1		From:	Dead End			
From:	Dead End				(789) _{To:}	0.06	70	¬ R	10/23/2000
(774)	0.16	60	R	10/30/2000		19-735			
To:	19-773				Charlotte County	Dead End		1	
Charlotte County					(790)	0.50	60	∟ R	10/09/2001
From:	Dead End		╛	00/00/000	То:	19-678		7	
(775)	0.25	90	R	09/20/2000	From:	SR 59			
From:	19-709		<del>] _</del>		(791)	0.22	50	R	08/30/2000
(775)	0.45	60	R	09/20/2000	To:	Dead End			
10"	Dead End				From:	Dead End			
Town of Kevsville	SR 59				(792)	0.60	70	R	03/08/2000
(776)	0.04	230	∟ R	10/26/2000	To:	19-672			
To:	19-772		7		From:	Dead End			
Charlotte County					(793)	0.70	80	, R	04/06/2000
From:	Dead End				To:	SR 47		<u> </u>	
(777)	0.45	30	R	08/28/2000	From:	Dead End	- 40	」	0.4/4.4/00000
To:	19-746				(794)	19-649	40	7 K	04/11/2000
From:	Dead End					19-049		1	
778) _{To:}	0.50	70	R ¬	10/30/2000	Town of Kevsville	Dead End		1	
	19-772		_		(795)	0.08	70	R	10/26/2000
From:	Dead End	00	٦ू	44/00/0000	To:	19-765		1	
779) _{To:}	0.40 19-746	80	٦ ^٢	11/08/2000	From:	US 15 BUS		1	
From:			+		(796)	0.08	40	R	1997
(780)	Dead End 0.20	50	J	10/24/2000	To:	19-787		1—	
(780)	19-654		7 ^{``}	10/24/2000	(796)	0.12	60	R	1997
Town of Voysville					To:	19-771			
Town of Kevsville	Dead End				Charlotte County				
(781)	0.09	40	R	10/30/2000	From:	US 360		J	
To:	SR 40				(797) _{To:}	0.20	80	R ¬	1997
Charlotte County						Dead End		1	
From:	Dead End		7 [	4007	From:	19-606	00	٦	4007
(782) _{To:}	0.63 SR 40	90	R T	1997	(798)	0.10	90	R T	1997
	SIX 40					Dead End			

Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County			-		Town of Phenix				
From:	Dead End	440	┙	10/00/0000	From:	SR 40		J _	4007
(799)	0.41	110	R R	10/30/2000	(1003)	0.07	70	R	1997
	19-623				To: From:	19-1004		]	
From:	Dead End		_		(1003)	0.07	110	R	1997
800	0.30	40	R	1997	To	19-1005		1	
From:	73-664; PR ED CL		]—		(1003)	0.06	30	R	03/13/2000
800	0.44	150	R	1997	To:	19-1006		1	
То:	19-671				From:	Dead End		Ī	
From:	Dead End		1			0.23	80	J R	1997
801)	0.08	20	R	04/05/2000	(1004)			- '`	1001
To	10.752		-1		From:	19-727		┵	
From:	19-753 0.67	60	┰	04/05/2000	(1004)	0.09	60	R	1997
801) _{To:}	Campbell County Line	60	¬ ~	04/05/2000	From	19-1003			
			<u> </u>		(1004)	0.08	20	R	1997
From:	19-699				To:	19-1013			
802) _{To:}	0.19	NA	_		From:	Dead End			
To:	Dead End				(1005)	0.09	80	R	1997
From:	Dead End				1003			7	
805)	0.21	50	_ R	11/01/2000	From:	19-1002	400	┰	4007
To	19-606				(1005)	0.09	180	R	1997
From:	Dead End				To: From:	19-727		]	
(810)	0.50	80	R	03/21/2000	(1005)	0.16	80	R	1997
To:	19-608				To:	Dead End			
From:	US 15				From:	Dead End		I	
(820)	0.34	70	R	10/23/2000	(1006)	0.15	30	R	03/13/2000
To:	Dead End		٦ ^{``}		To:	0.15 MED. JE J		7	
T. 437 W					From:	0.15 ME Dead End 0.21	80	R	1997
Town of Kevsville	C6US-00015(B)/		1		(1006)	19-727 Gap Terminus	00	٦,	1997
(823)	0.10	NA	_		From:	Dead End; Gap Terminus			
To:	19-00824(R)/		1		(1006)	0.04	30	R	03/13/2000
From:			1		To:	19-1003		7	
	Dead End/ 0.15	NA			From:	19-1001		Ì	
(824)	19-00823(L)/	IVA	1			0.09	60	J R	1997
					(1007)	19-1008	- 00	ר' ר	1331
From:	19-826		」 _	40,000,000				+	
(825)	0.35	60	R	10/30/2000	From:	19-1007	000	」	4007
10:	SR 59		<u> </u>		(1008)	0.07	200	R	1997
Charlotte County						SR 40; 19-727			
From:	19-825		J _	400=	From:	Dead End			
(826)	0.04	40	R	1997	(1009)	0.05	30	R	03/13/2000
10.	WCL KEYSVILLE				To:	19-675			
Town of Kevsville			_		From:	Dead End			
From:	WCL KEYSVILLE		┙	40/00/0000	(1010)	0.05	20	R	1997
(826)	0.10	90	¬ K	10/30/2000	To:	0.05 ME Dead End		1	
10.	SR 59				(1010) From:	0.19	70	R	1997
Charlotte County			_		To:	19-727		٦ .	
From:	19-645		┙	40/44/0000	From:			+	
(830)	0.30	30	, K	10/11/2000		19-675	60	J R	1997
10:	Dead End				(1011)	0.07	60		1997
Town of Phenix					From:	SR 40			
From	Dead End		J _	4007	(1011)	0.07	60	R	1997
(1001)	0.43	90	R	1997	To	19-1004		1	
To:	19-1007		_		From:	SR 40			
(1001)	0.07	310	R	1997	(1012)	0.05	50	R	1997
To:	SR 40; 19-675		1		To:	19-1013			
From:	SR 40; 19-675				From:	19-1012			
(1002)	0.14	220	R	1997	(1013)	0.06	20	R	03/13/2000
To:	19-1005		7		To:	19-1004		7	
	1, 1000					1, 1001			

			Charlotte Ma	aintenance Area				
Route Town of Charlette C.H.	Length AAD	T QA	Year	Route Town of Drokes Prench	Length A	AADT	QA	Year
Town of Charlotte C.H.	Dead End			Town of Drakes Branch From:	SR 47	j		
(1101) Tr	0.34 100	00 R	08/30/2000	(1206)	0.25	210 R	R	10/31/2000
	SR 47			To	Dead End			
	SR 47			From:	19-619			
(1102) To:	0.11 <b>46</b>	R	1997	(1207)	0.21	180	R	10/31/2000
	Dead End			To:	19-637			
From:	SR 47		•	From:	Dead End			
(1103) To:	0.56 <b>330</b>	) R	1997	(1208)	0.06	40	R	08/30/2000
	SR 40			To:	19-619			
From:  To:	Dead End		1997	From:	Cul-de-Sac			08/30/2000
	0.19 <b>90</b>	R		(1209)	0.16	80	R	
	19-709			To:	19-623			
From:	19-1103			From:	Dead End			
(1105) To:	0.06 <b>NA</b>			(1210)	0.15	30 R	R	10/11/2000
	Dead End			To	19-1212			
From:	Dead End			From:	0.01	330 R	R	10/11/2000
From:  1107)  From:  From:  1108)  To	0.50 270	R	08/30/2000 1997 08/30/2000	(1210) To:	SR 47			10/11/2000
	19-645			From:				
	SR 40				Dead End 0.06	40 B	ь	U8/30/3000
	0.09 120	0 R		(1211)	19-623	40	K	08/30/2000
	19-1103						_	
	Dead End			From:	19-1210	220	_	
	0.19 <b>80</b>	R		(1212)	0.12	220	ĸ	
	SR 40	─ ``			Dead End		_	
From:	19-709	1		From:	Dead End		_	10/11/2000
1109 To:	0.25 <b>10</b> 0	 ) R	1997	(1213)	0.06	90 R	K	10/11/2000
	Dead End	`` ``			SR 47			
				Charlotte County	19-654	1		
To:	Dead End 0.15 <b>80</b>	R	1997		0.23	100 R	R	04/04/2000
	SR 47	—;``		(9091)	EUREKA ELEM SCH			
				From:				
1111) To:	SR 40 0.65 <b>640</b>	 ) R	1997		US 15 0.06	NA		
	SR 47	, — ``		(9092)	Cul-de-Sac		1	
	Dead End			- 4 <i>G</i> 1 1 <i>G</i> 37	cui de sue			
1113) To:	0.25 <b>25</b> 0	 ) R	08/30/2000	Town of Charlotte C.H.	19-645	1		04/04/2000
	19-1111	, ``		9093)	0.08	730	R	
				To:	Dead End		1	
(1114) To:	19-1111 0.22 <b>24</b> 0		08/30/2000	Charlotte County				
	19-1111	<u> </u>		From:	Dead End			
	1, 1111			(9477)	0.06	140	R	04/05/2000
Town of Drakes Branch	Dead End			To:	SR 40			
(1201)	0.12 150	R	08/30/2000	Town of Charlotte C.H.				
To:	19-619			From:	SR 47			
	SR 47			(9504)	0.03	NA	1	
(1202)	0.20 <b>240</b>	R	08/30/2000	To:	CENTRAL HIGH SCHOOL			
(1202) To:	Dead End	```	00/00/2000	Town of Phenix				
From:	19-619			From:	19-727		_	04/04/0000
(1203) To:	0.03 <b>540</b>	R	10/31/2000	(9729)		200	¬ R	04/04/2000
	SR 47	, — ``		lo:	Dead End			
From:	19-619			Charlotte County	10.000	-		
1204) To:	0.24 <b>31</b> 0	<b>,</b> ,	10/31/2000	From:	19-606	100	D	04/04/2000
	SR 47	<u> </u>		(9730) To:	0.09 BACON ELEM SCH	190	ĸ	
		<u> </u>			DACON ELEM SCH			
(1205)	SR 47 0.25 <b>16</b> 0	┦╸	07/10/2000					
		, K —	0111012000					
From:	0.25 ME SR 47	_⊢						
(1205)	0.25 <b>40</b>	R	07/10/2000					
To:	Dead End							